

# **LIGHT RAILWAY NEWS**

**News of Australian Preserved and Industrial Railways**

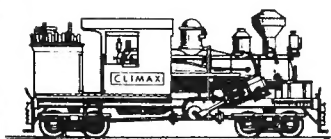
**No.13**

**December 1979**

Registered for posting as a periodical category B.

ISSN 0155 2260

**\$1.00**



**Published by The Light Railway Research Society of Australia**



## EDITORIAL

Thanks to Ray Ellis who assisted me in editing LRN 12 during the crucial period, I was taking a brief holiday in the UK. Ray has kindly agreed to become Assistant Editor of LRN. He will deal with the wider gauges (1067mm gauge upwards) as a general rule. I will edit material relating to the narrower gauges, and in addition will deal with diesel and electric industrials. The Editorial address will remain as at present.

Plenty of news this time, but much of it has come to us second hand, through the pages of other enthusiast journals. It is good to see this increasing interest in preserved and industrial railways, but we would like to hear about these things first - as I am sure you would. Don't leave it to the other bloke - it doesn't take much to put in a brief report.

---

SWAP SHOP

(This column is open to publicise Society needs. Perhaps your Society has just the thing . . .)

Illawarra Light Railway Museum Society are looking for 11/16"W. fish-bolts/nuts and 45lb. rail four- or six-hole angle formed and flat fish-plates. Also sleeper or soleplates for 45lb rail (if these were ever made).

Van Diemen Light Railway Society require a boiler-tube expander suitable for the 1½" tubes and 1¼" ferrules for their 0-6-OT Fowler.

---

FRONT COVER: Hotham Valley Railway, W920 and F class diesel A1A-A1A, coast downhill upon returning to Pinjarra from Dwellingup in August 1977.

Photo: L. Watson

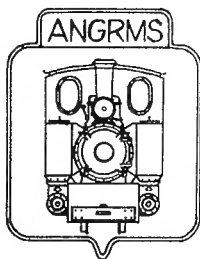
LEFT: Bellarine Peninsula Railway: M6 (Robert Stephenson & Hawthorns Ltd, 7429/1951) departs Queenscliff on Sunday 9 September 1979.

Photo: P. Martin

---

CONTRIBUTIONS TO LIGHT RAILWAY NEWS should be sent to:

Mr John Browning, Editor LRN  
P.O. Box 111  
INDOOROPILLY Qld 4068



## THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

Incorporated in Queensland as a Non-Profit Company

P.O. Box 270,  
NORTH QUAY, Q'LD., 40

The Rocklea, Brisbane, storage site was finally cleared of all Society equipment during August, as the remaining items were removed to Woodford. The most noteworthy items were the chassis of MARIA, Jung 0-4-OWT B/n. 530 of 1904, moved to a member's house in Woodford on August 11th, and Hunslet four wheeled diesel-mechanical B/n, 2660 of 1941, and a four-wheeled petrol trolley ex Proserpine Mill, which arrived at the Woodford site on August 25th.

Early November sees the celebrations to celebrate the Centenary of the Caboolture Shire, and the Society was to be fairly heavily involved in these. Locomotives were due to appear in parades at Woodford and Caboolture, on November 3rd and 10th respectively, and in addition, the first Open Days were due to be held at Woodford on November 3rd, 4th and 11th. This will involve the running of the Society's Bundaberg Fowler locomotive (B/N. 5 of 1952), along a short section of track laid on the old QGR formation. A small platform with "WOODFORD" nameboard has been constructed, and children's rides will be given. It is hoped that regular open days will be held on the first Sunday of the month and on public holidays from December onwards.

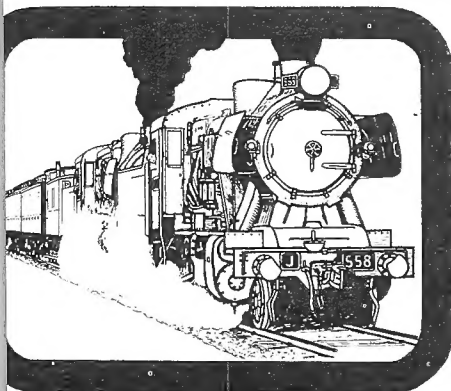
Quite a lot of civil engineering work has gone on at the site, with the widening out of the cutting formerly at the head of the old QGR triangle. Fill from this job has been used to widen the formation both along the triangle and on the old main line formation adjacent to it. Work will soon be put in hand to complete a security compound and provide permanent sidings for the secure storage of stock.

### MAPS OF VICTORIAN TIMBER TRAMWAYS - NEW SERIES

The LRRSA has obtained the permission of the Department of Defence to superimpose timber tramways on its 1:50 000 series maps. The first of these is the 'Neerim' map, covering the area between Powelltown and Noojee, showing tramways originating from Powelltown, Noojee, Neerim, Neerim South and Warburton. The map measures 760 mm x 550 mm (30" x 22") and shows as accurately as possible the relationship between roads, creeks and tramways.

Another new map to be produced by the Society covers the area from Gooding on the VR Walhalla line, to Bell's Incline Camp on the Thomson Valley Tramway, and includes gold mining tramways around Walhalla. It shows the routes of many tramways not previously recorded, and is produced to a scale of  $2\frac{1}{2}$  in = 1 mile (1:25 344). It measures 1000 mm x 700 mm (39" x 28").

Both maps are dyeline printed in black only, and are available at \$2.85 each, incl. postage, from LRRSA Sales, 35 Oakern Road, MOUNT WAVERLEY Vic 3149.



## CASTLEMAINE & MALDON RAILWAY PRESERVATION SOCIETY

P.O. BOX 246, CASTLEMAINE, VIC. 3450

Negotiations to preserve the 16km (10 miles) Castlemaine - Maldon railway are proceeding steadily. The right-of-way will be leased by the Shire of Maldon, and permissive occupancy of the Maldon station has already been granted.

Trains will run under the Tramways Act, suitably amended for a tourist operation. The Society will become incorporated before entering into an eighteen month initial stage of establishment and operation.

After insurance matters have been finalised, a lease will be taken out on the track, and work will get under way in earnest. It is almost three years since a train ran on the line, but fortunately the dry climate has slowed down the usual takeover by vegetation, and the track remains relatively clear.

Two steam locomotives were purchased from VicRail on 29 August 1979. These were J class 2-8-0 No. 549 (Vulcan Foundry 6095 of 1954) at Ararat, and K class 2-8-0 No. 160 (Newport Workshops of 1940) at North Bendigo. E class 0-6-2T No. 371 (David Munro 14 of 1892) will also be purchased as soon as the first stage of development is completed.

Tait carriages have been offered to the Society, and enquiries have also been made regarding surplus PL, E and W type carriages. A 102hp Walker diesel railcar was purchased by the Society last year, and is at present stored at Newport.

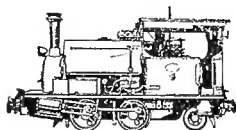
A fund raising program is under way, and membership is continuing to increase. Next year will see the return of steam to Maldon and the preservation of a broad gauge branch line in Victoria.

V. Findlay 29/9/79

### SUBSCRIPTIONS TO 'LIGHT RAILWAY NEWS'

The Light Railway Research Society of Australia offers subscriptions to Light Railway News to its own members only, at a special rate of \$4.80 p.a. (June 1979 to April 1980 issues). The basic membership fee of the LRRSA is \$5.00 which includes the cost of our quarterly historical journal 'Light Railways'.

For further details write to: Hon. Secretary, LRRSA  
P.O. Box 21, SURREY HILLS Vic 3127



# GEELONG STEAM PRESERVATION SOCIETY

*REGISTERED NON-PROFIT ORGANISATION, Licensed by the Attorney-General  
under Section 24 of the Companies Act (Victoria).*

*P.O. Box 166, Belmont,  
Victoria, 3216.*

Regauging of the Bellarine Peninsula Railway is progressing at a steady rate towards Drysdale. Resleepering has been completed through to Drysdale and all spikes removed on the rail to be moved from 1600mm (5ft 3in) to 1067mm (3ft 6in) gauge. Approximately 1.6km (1 mile) of track remains to be completed early in October and should be completed by mid November. There will then remain the yard at Drysdale to regauge and siding to be laid for the workshops and depot.

Pressure is being placed upon the relevant Victorian Government departments to ensure that the necessary legal arrangements are finalised in time for regular operations to commence during December. Trains will operate between Queenscliff and Laker's Siding, a distance of 4.8km (3 miles). Easter 1980 should see the commencement of regular operations through to Drysdale.

Following the success of operations during the Centenary of the line in May, an approach was made to the Victorian Railways for permission to operate on a similar basis during the spring school vacation. A flagman was supplied by the V.R. to control road traffic at the two P.C.R. level crossings near Laker's Siding. Trains were operated on Saturdays/Sundays 1/2 and 8/9 September. The first train departed at 10am each day followed by others at 40 minute intervals until 5pm. Locomotive M6 hauled all trains on their 30 minute return journey from Queenscliff to Laker's Siding.

During the first weekend, 1,714 passengers enjoyed a ride, with 2,016 the following weekend. No major problems were encountered except for late on Saturday 8 September when one trip was cancelled. M 6 was steaming badly due to some dirt which had become mixed with otherwise good coal. The patronage and public interest in the railway during the two running weekends certainly proved the great potential which the B.P.R. possesses as an operating museum railway.

The passenger rolling stock fleet on site is steadily increasing. Shipping arrangements have been finalised for the vehicles obtained in Tasmania. Three wooden bodied carriages have so far crossed Bass Strait and a fourth is scheduled to arrive at Queenscliff by mid October.

In 1972, the G.S.P.S. purchased an historic carriage ABL 9 from the Tasmanian Government Railways. It remained stored in Tasmania and after the formation of the Van Diemen Light Railway Society, mutual agreement was reached that ABL 9 should remain in Tasmania. It had been built in 1903 and was the only clerestory roof carriage remaining intact in Tasmania. The agreement early in 1974 required the V.D.L.R.S. to provide a suitable replacement vehicle as a swap within five years. A former first class saloon carriage AAL 9 was agreed upon, although still required for traffic by the T.G.R. Arrangements were made to obtain it once released by T.G.R. but before it could be secured, the Australian National Railways swallowed up T.G.R. When all passenger services were withdrawn



and the rolling stock put up for tender, AAL 9 was included in order to comply with A.N.R. policy. Fortunately, the V.D.L.R.S. were able to obtain it and make it available to the G.S.P.S. to fulfil the long standing agreement.

Through the A.N.R. tenders, the G.S.P.S. obtained five steel bodied passenger carriages and an articulated diesel railcar DP 28. A society member purchased similar car DP29 for use on the B.P.R. The carriages are AAR 1, AAR 4, BBL 10, SP 5 and SP 8. Negotiations were also made with V.D.L.R.S. to obtain ABL 14 and BBL 5 from the Don River Tramway as well as Camp 164, a former AB type clerestory roof carriage. ABL 14 and BBL 5 are both "dog-box" type wooden carriages similar to BBL 6 which the Society acquired in 1972 along with ABL 9. BBL 6 was transported to Queenscliff from Tasmania early in 1976 with locomotive M 6.

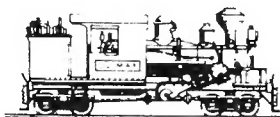
AAL 9 arrived at Queenscliff in late August and entered traffic in time for the first weekend of operation in September. Transport delays prevent ABL 14 and BBL 5 arriving before that weekend, but they arrived during the following week and ABL 14 entered service the following weekend. BBL 5 requires substantial body restoration before it will enter traffic. Camp 163 is due at Queenscliff by mid October and the steel carriages and railcars will follow at approximately weekly intervals until the end of the year.

Two items of rolling stock have also been purchased from Westrail. These are VZ 112, a bogie brake van built at Midland Workshops in 1912, and VW 5112, a bogie camp car, originally built in 1909 as AF 13, a second class suburban dogbox car designed to carry 60 passengers. It was taken out of service in 1966 and converted into a camp car. Both these vehicles were used to convey spare parts for the V class also purchased from Westrail. VZ112 arrived at Queenscliff in April and was used during the Centenary celebrations. It is intended that the goods compartment of this vehicle will be set up with the derailing equipment and act as a mobile breakdown van. VW 5112 arrived on the Centenary weekend and in its current form provides sleeping accommodation for four persons and dining, kitchen and shower facilities and will be used for accommodation by members at weekends. Both vehicles have since been painted in the yellow livery applied to Westrail service vehicles.

On the locomotive side, transport proposals are being finalised for the two locomotives purchased from Westrail, S 547 and V 1209. The tender for S 547 arrived at Queenscliff by road in early October and the V class tender should follow in a similar fashion. The two engine units are likely to be moved east early in 1980.

**TALL TIMBER AND TRAMLINES** An illustrated introduction to Victoria's timber tramways, reprinted as a result of many requests for this popular publication. 61 photographs dating from the 1870s to the 1940s, six maps, 60 pages

Price \$4.10



Available from:

**LRRSA Sales**

35 Oakern Road  
MOUNT WAVERLEY Vic 3149

# ZIG ZAG RAILWAY

P. O. Box 196, HORNSBY, NSW 2077

1067mm gauge

(See LRN 5 p. 6)

In October 1869, John Whitton (Engineer in Chief, NSW Railways) saw his masterpiece, The Great Zig Zag, brought into use. Acclaimed as one of the engineering marvels of the 19th Century, the 6km formation, featuring three magnificent viaducts, tunnels and extraordinary earth-works, linked the western part of NSW to the seaboard, until 1910 when ten tunnels were bored to provide a double track solution to the saturated single track Zig Zag. In that year, the track was lifted and nature reclaimed its former domain.

In 1975, after seven years planning and construction, tourist trains began to operate over a 1.6km section of track from Bottom Points (adjacent to the PTC's Main Western Line) to Top Points, featuring a journey over two of the three viaducts and through one of the tunnels, not to mention spectacular views of the valley below as the train climbs a 1 in 40 grade.

To operate this tourist venture, the following locomotives are either in service or under restoration:-

## Ex Queensland Railways:

- DD17 class 4-6-4T No. 1046 (Ipswich Shops 205 of 1950)
- DD17 class 4-6-4T No. 1047 (Ipswich Shops 206 of 1951)
- DD17 class 4-6-4T No. 1049 (Ipswich Shops 208 of 1951)
- AC16 class 2-8-2 No. 218 A (Baldwin 69453 of 1943) originally built for the United States Army Transportation Corps during World War II
- BB18½ class 4-6-2 No. 1072 (Walkers 540 of 1956)
- C17 class 4-8-0 No. 934 (Clyde 501 of 1949) Ex South Australian Railways (Peterborough Division):
- 400 class Beyer Garratt 4-8-2 x 2-8-4 No. 402 (Beyer Peacock 7624 of 1953 built under sub-contract by Franco Belge 2975 of 1953)

At present 1047 provides the motive power with engines 1046 and 1072 undergoing restoration.

For passenger services, five bogie cars (302, 303, 305, 404, 405), one 12 wheel bogie car (390) and one brake van (GB 5575), all ex South Australian Railways (Peterborough Division) are used. Nine ex NSW PTC cars are also on the register, including three sleeping cars providing sleeping and dining facilities for members and on-site caretaker's residence. Several goods vehicles (ex South Australian Railways, Silverton Tramway Co. and Clyde Engineering, NSW) are also in use. Storage and restoration work is undertaken in a large compound at Bottom Points.



Vehicular access to the Zig Zag is by Bell Road which runs to Lithgow from Sydney via Windsor and Richmond. The Zig Zag turnoff is well signposted and located some 5km before Lithgow. The drive to Top Points station is along the former permanent way and over the third viaduct. Plans are in hand to eventually extend the railway along this formation to meet Bell Road.

Trains operate every Saturday, Sunday and Public Holidays throughout the year and there is ample picnic, light refreshment and toilet facilities available.

Zig Zag Rly. Co-op. 10/79

Editor 10/1979

---

#### NEW SOUTH WALES

CENTRAL PARK RAILWAY, FORRESTER'S BEACH (see LRN 7 p. 3) 610mm gauge

It would appear that regular operations here have ceased. In July, the track was seen to be rusty and covered with grass. The locomotives (Motor Rail 4wDM 11023 of 1955 & John Fowler 0-6-ODM 16830 of 1925), were still present, along with the passenger cars (converted cane trucks).

'Railway Digest' 8/79  
via Rob Henderson

GOULBURN STEAM MUSEUM (see LRN 10 p. 4) 610 & 1435mm gauge

In spite of the urgent need for boiler work, STELLA, 0-6-OT Krauss 3423 of 1896 has continued in service into 1979, particularly to meet the needs of increasing motor-coach parties. However, it has been joined by a diesel companion in the shape of a "Planet", F.C. Hibberd 4wDM 2380 of 1941, formerly used at the Southern Highlands Transport Museum (see LRN 7 p. 5). This loco, and a 16-seat bogie passenger carriage arrived at the museum in April or May. Unfortunately, there has been some difficulty in finding a local firm or organisation capable of carrying out the work necessary on STELLA.

The Museum took delivery on May 18th of a former Southern Portland Cement (now Blue Circle), privately owned RH class four wheeled cement hopper wagon. This has been donated by a Bowral-based Rotaract Club, and was completely restored by them.

'Railway Digest' 7/79 & 9/79  
via Rob Henderson

HUNTER VALLEY STEAM RAILWAY & MUSEUM (See LRN 11 p. 5) 1435mm gauge  
(PO Box 125, Broadmeadow 2292)

Recent acquisitions by this group are two buffet cars, RBS 2135 and RFV 693, and mail van KP 732.

In connection with the society's move to the Dorrigo branch in northern NSW, a Glenreagh - Dorrigo Rail Line Promotional & Liason Committee has been set up and includes representatives of the society, PTC, local council and tourist bodies and the local press. To this end, the North Coast Regional Advisory Council has allocated a sizeable amount of money for a feasibility study into the commercial aspects of the Dorrigo railway being operated as a regional tourist attraction.

By popular choice, and in line with the society's pending move to Dorrigo, the name of the society will be changed to the Dorrigo Steam Railway and Museum, and is expected to have been incorporated in September this year.

'Railway Digest' 7/79  
via Rob Henderson

LACHLAN VINTAGE VILLAGE, FORBES (see LRN 9 p.11) 1435mm gauge

Early July saw a most unusual movement of railway equipment to this location. Utilising portable track some 1200 feet long in sections of 40 feet, three locomotives and six carriages were to be conveyed from the NSW PTC line, along Bathurst Street, Forbes, on the weekend of 7-8 July. The whole movement was to take place in a carnival atmosphere as about 50 volunteers were to lift and shift the sections, to enable the train to move about 600 ft. per hour. The cavalcade was to be hauled by ROSIE 5367, a Clyde 2-8-0, builder's number 122 of 1914, and the other two locomotives involved were to be Beyer Garratt 6024 (4-8-4+4-8-4, Beyer Peacock 7544 of 1956) and 3026T (4-6-0, Beyer Peacock 4469 of 1903). It is apparently planned to build a standard gauge line around the perimeter of the village and to use this stock to haul visitors. It is not clear what advantage this operation would have over the existing narrow gauge line at the village.

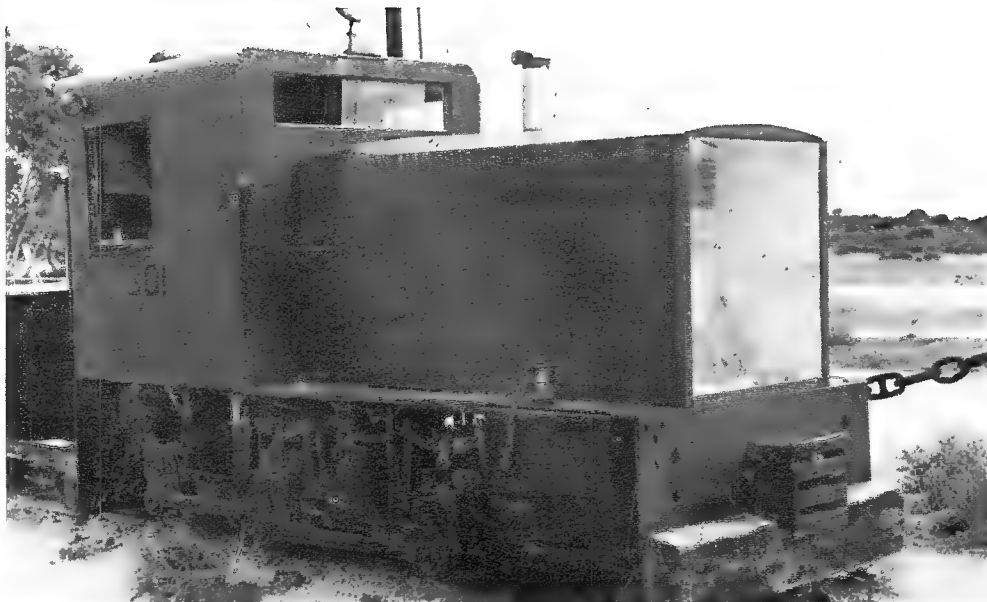
In spite of the wide advance publicity given to this most extraordinary movement, no reports have been received of the actual event. It would be most interesting to learn how the operation functioned in practice.

'Western Magazine' 25/6/79  
via John R. Horne  
'Railway Digest' 7/79

NEWCASTLE COLLIERY TRAGEDY

Two miners were killed when they were crushed by an underground locomotive in a colliery near Newcastle on October 10th. They were working on the roof of a shaft with pneumatic tools and wearing earplugs at the time of the accident.

'Courier-Mail' 11/10/79



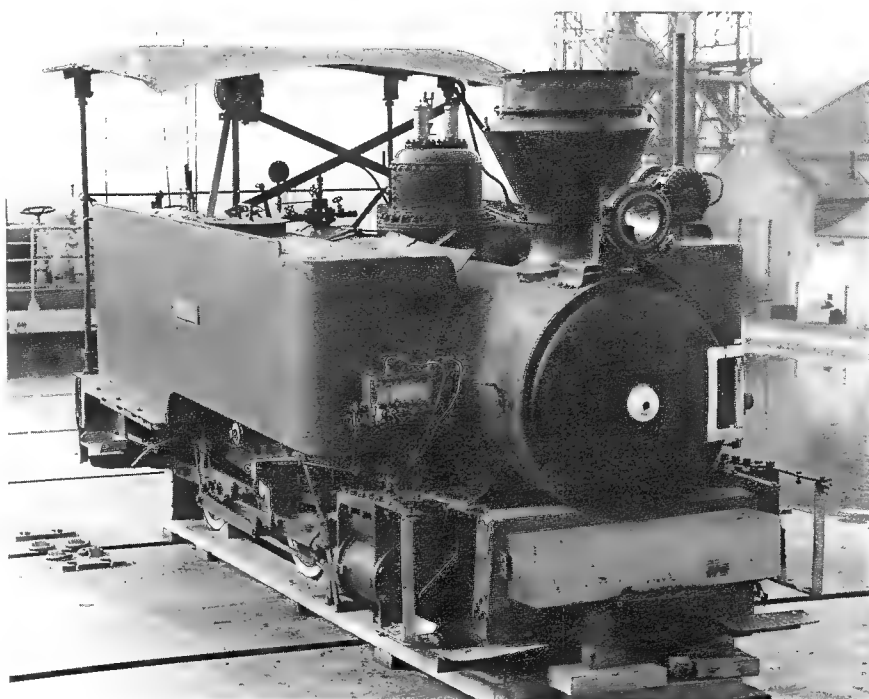
Above: Vulcan 0-6-0 petrol loco preserved at Stenhouse Bay, S.A.

Photo: Lee Rodda

Below: Clyde Model HG, Serial No.61-241 (of 1961) at Yarloop, W.A., in May 1979. Owned by Millars Australia, this locomotive was purchased from B.H.A.S., Port Pirie, in May/June 1973, replacing Dubs built 4-6-0 'Menzies'.

Photo: N. Watson





Opposite, top: Belmont Common Railway, last day of operation, Easter Monday 16 April 1979. PB15 No.454 (Walkers 99 of 1909) departing station; whilst No.6 (Hudswell Clarke 646/1903) -left, and 'Klondyke' (Perry 271/1927 -centre, look on.

Photo: R. Jowett

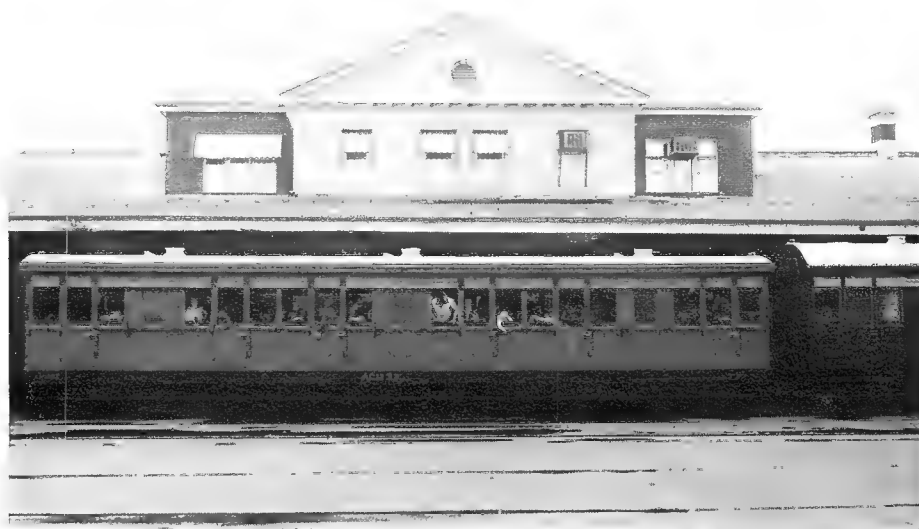
Opposite, bottom: The first Fowler 2 ft gauge loco to be returned to the U.K. for preservation, and currently the only Fowler steam loco in the U.K. It is ex-Natal Estates Ltd, Mount Edgecombe, South Africa, 0-4-2T 'Saccharine' after unloading at Goole Docks, 19 April 1979, on route to the Alford Valley Light Railway, near Aberdeen, Scotland.

Photo: Ron Cox (N.G.R.S.)

Right: Westrail Centenary Celebration Vintage Train at Geraldton platform, July 1979. (See report in this issue)

Below: Ex Midland Railway Co. coach at Geraldton station in July 1979.

Both W.A. photos: L.G.Watson





Left: J.A.Brown & Abermain Seaham Collieries Ltd, Stockrington Colliery near Mimmi, NSW, 3 ft 6 in gauge ten ton four-wheel battery-electric loco.

Photo: Keith McDonald



Right: The Broken Hill Proprietary Co. Ltd, Stockton Borehole Colliery, Boolaroo NSW; 3 ft 6 in gauge 10 ton bogie coal wagon.

Photo: Keith McDonald



Left: E.M. Baldwin & Sons, Castle Hill, NSW; brand new 3 ft 6 in gauge man-riding car, model 150H, builder's number 8170-1-12-78. Photographed in December 1978.

Photo: D. Allen



RICHMOND VALE RAILWAY MUSEUM

1435mm gauge

Following the decision of the Hunter Valley group to move to Dorrigo, two former HVSRR&M members plan to establish a co-operative and develop the Richmond Vale colliery between Wallsend and Kurri as a tourist attraction embracing railway, electrical and mining museums. Cessnock City Council has agreed to develop the mining museum whilst a private syndicate will be responsible for the establishment of the electrical museum in an abandoned power house at the colliery.

It is planned to lay a short railway link line from Richmond Vale to Weston to join the South Maitland Railways and it is hoped that this will give them right-of-way to South Maitland and eventually Hexham, and to operate a passenger service. To provide the motive power, the group in conjunction with the Cessnock City Council is negotiating with Coal and Allied Industries for the purchase of two locomotives currently in storage at Hexham - former J. & A. Brown Kitson 2-8-2Ts No. 9 "Pelaw Main" (Kitson 4567 of 1908) and No. 10 "Richmond Main" (Kitson 4798 of 1911). Negotiations are also proceeding for the purchase of some passenger carriages and representative coal hoppers.

'Railway Digest' 7/79  
via Rob Henderson

SIMSMETAL, MASCOT (see LRN 9 p. 12)

1435mm gauge

The report of a Ruston & Hornsby 165DS 0-6-ODM shunter being scrapped here may have been premature. A Ruston of this type, believed to have been the one reported as being scrapped, was seen at the yard in October (builder's number 310085 or 313393 of 1952). Although stripped of most fittings, it has been fitted with an International diesel engine, suggesting it may be used for shunting purposes.

Two other locomotives are operated at the yard. The first is a Yorkshire Engineering Co. Ltd. 0-6-ODE, builder's number 2617 of 1957. This loco carries a green livery with yellow buffer beams, and is currently jacked up on blocks in the yard. The second loco is a Mercedes Benz powered 0-4-ODM built by Tulloch Ltd for use at their Rhodes plant in Sydney. It was acquired by Simsmetal in 1973 and carries a green and white livery.

David Allen 9/79, 10/79

SOUTH MAITLAND RAILWAYS PTY LTD (see LRN 9 p.12)

1435mm gauge

This, the last fully steam operated commercial railway in Australia, has been the scene of upgrading to assist in the development of Pelton Colliery, owned by Newcastle-Wallsend Coal Mining Co. Although initial ballast for the upgrading of the Pelton branch in the vicinity of Bellbird was conveyed by road, the contractor later made use of rail which involved the SMR in an unusual operation - the haulage of ballast, a commodity the SMR had never hauled before under contract. This resulted in the SMR operating full ruling loads of 11 BBW bogie ballast hoppers during July. An interesting sidelight to this operation was the interest expressed in the steam locos working the ballast trains by the contractors staff who made good use of free rides on the returning empty ballast trains!!

The SMR now operates no non-air trains, the last non-air train conveying loco coal being lifted from Anerdare on 21/9/1978. There are still one or two reminders of non-air days in the form of 4-wheel brakevans still in regular service and they made a strange sight during last winter trailing a train of large bogie hoppers with smoke trailing from the stove funnel.

'Railway Digest' 8/79  
via Rob Henderson

STEAM TRAINS PTY LTD, KURRAJONG (See LRN 8 p. 4) 610mm gauge

Work still progresses with the arrangements for the establishment of what will be known as "Ku-ring-gai Valley Railway", at St. Ives show-ground, Sydney.

Meanwhile, work continues at Kurrajong on the restoration of equipment stored there by the group. Work has concentrated on SYDNEY, Hudswell Clarke 0-6-0 1838 of 1950, ex Victoria Mill, Ingham, Queensland. The superstructure of the loco has been stripped to bare metal, and primer applied. One leaf of a spring was found to be broken, and has been replaced. Much work has been done on the loco's tender. The tender body was separated from the frame, and large sections were removed from the bottom and front, where wastage and corrosion had taken place. The interior was stripped back to bare metal preparatory to priming and bitumenising. The bogies were completely dismantled for overhaul. Extensive wear and broken parts were found, including broken and corroded springs, and worn axle block guides, hornblocks, and the spreader beam. Larger component parts have been steam cleaned, shot blasted, and treated against corrosion at Borg-Warner's plant at Parramatta, and Borg-Warner will also replace top plates, straighten bent sections, and rebuild worn surfaces.

PL121, the ex-railmotor trailer, is almost complete. Small fittings remain to be bolted on, the chassis was cleaned back, and all surfaces treated; flooring still has to be purchased, but materials for the seats are on hand. Work will soon commence on the second trailer, PL 122.

David Allen 9/79, Len King 9/79

SULPHIDE CORPORATION, COCKLE CREEK 1435mm gauge

A Bo-Bo diesel-electric, built by Goninan in 1964, is used to transfer concentrate wagons from a siding near Sulphide Junction, Newcastle, to the company's works. The loco is of General Electric design, unnumbered, and painted predominantly green. Weighing in at 73 tonnes, the locomotive is normally used on weekdays.

'Railway Digest' 10/79  
via Rob Henderson

UNION COAL MINING CO. PTY LTD, NYMBOIDA (see LRN 2 p. 3) 610mm gauge

This mine, taken over by the NSW Miners Federation, after the collapse of Nymboida Collieries Pty Ltd in 1975, closed in August when the local Koolkhan power station closed down. Three Ruston & Hornsby four-wheeled diesels had been here - 331246 of 1952 and 385901 of 1956 operational, and 331266 dismantled for spare parts. The Miners Federation has since been granted a mining lease at Warkworth in the Upper Hunter Valley.

'The Australian' 20/10/79  
Editor

WYNDHAM ESTATE WINE CO. BRANXTON

610mm gauge

A narrow gauge railway is being installed here to give visitors a tour of the vineyards and winemaking operations. The first stage of the project involves about 1.6km of track, which will be extended at a later date. The track and train, described as a "sugar-cane train", have been obtained from Queensland, and development of the first stage will cost \$40,000. Your editor would be pleased to receive any further details of this operation, including locomotive and rolling stock.

'Railway Digest' 8/79  
via Rob Henderson

---

QUEENSLAND

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (QUEENSLAND DIVISION), BEENLEIGH  
(GPO Box 682, BRISBANE 4001) (see LRN 12 p. 9) 1067mm gauge

During the first weekend in September, additional rolling stock and items of equipment for the workshops were moved from various parts of south-east Queensland to the site at Beenleigh.

The machine tools moved from storage at Richlands included a 48 ins Horton centre lathe, a Herbert turret lathe (formerly at Ipswich railway workshops), and a Herbert No. 5 vertical mill, all of which will be included in the proposed workshops at Beenleigh and will form valuable editions to the Society's growing collection of machinery and tools.

The cab from B18½ class 4-6-2 No. 843 (Ipswich Shops 149/1936) was moved from Redbank to Beenleigh where some thought is being given to converting it into a souvenir stand. 843 was one of seventeen locos which were retained by Queensland Railways from 23/11/1970 following the end of steam, for working special trains. The loco ran its last tour to Toowoomba on 26/10/1975 and was scrapped at Ipswich workshops on 8/4/1976 and the cab purchased by the Society.

From Ipswich Railway Workshops came "Red Fred", the famous 'red' railmotor RM 55 built at Ipswich Shops in 1930 and written off in 1966 and donated to the Society. It has been stored in the Boiler House at Ipswich Workshops since then. Accompanying it was combined passenger and luggage railmotor trailer PL 72 built at Ipswich Shops in 1931 and written

off in 1967. It has also been stored at Ipswich with "Red Fred". It was recently planned to restore PL 72 and send it to the Normanton - Croydon Railway for use with railmotor RM 74, but it would appear that this proposal has now been scrapped.

'Sunshine Express' 9/1979

Editor 10/79

BULLENS AFRICAN LION SAFARI & ZOO, YATALA (see LRN 12 p. 10) 610mm gauge

A rather closer examination of the locomotive observed here has revealed it to be a "4-4-4T" with petrol engine. Of rather massive construction, the locomotive bears the legend "Safari Express" on the "tank" sides. The trailing truck of the loco appears to be a bogie originating from Condong sugar mill, while the steel toastrack carriage is mounted on similar bogies. The railway the train runs along is of very light construction, using what could be surplus contractor's materials. There is about  $\frac{1}{4}$  mile of track with a balloon loop at each end. The ride experienced was surprisingly good, but the track is laid on what appears to be potentially rather swampy ground, so track conditions may deteriorate without regular maintenance.

Editor 9/79

BUNDABERG SUGAR CO. LTD, FAIRYMEAD MILL

610mm gauge

It is reported that a new 26-tonne bogie diesel is on order from E.M. Baldwin for the 1980 season. When it arrives, a smaller loco may be transferred to another of the mills in the Bundaberg Sugar Group.

'Stack Talk' 83

GIBSON & HOWES PTY LTD, BINGERA MILL (see LRN 7 p. 7)

610mm gauge

The Locotrol system used on the line from the mill to the site of the old Gin Gin mill at Wallaville is proving most trouble-free. The locos concerned are all 26-tonne E.M. Baldwin B-B diesel hydraulics built in 1975. OAKWOOD is B/n 5800-1-5-75, GIVELDA 5800-2-6-75, and DELAN 5800-3-7-75. OAKWOOD is equipped as a 'master' loco, while either of the other two can act as 'slave'. The slave is controlled by radio, and is normally marshalled about two-thirds of the way down the loaded rake. OAKWOOD has a second set of controls above the normal control console, and a micro-processor is fitted to translate commands from these controls to be transmitted to the slave. The state of the functions of the 'slave' are also monitored by the micro-processor, and a panel of indicator lights displays the state of the functions in both locos.

Com-Eng 0-6-ODH TEGEGE (B/n FD4799 of 1966) has at last been repainted yellow to correspond with the rest of the Bingera fleet. It had kept its orange paint ever since delivery.

'Stack Talk' 83

ISIS CENTRAL SUGAR MILL CO. LTD, ISIS MILL (see LRN 12 p.10) 610mm gauge

The trials of multiple running reported in the last issue were so successful that they have been made a permanent arrangement. In September, the two locos concerned were seen coupled permanently together. They are:

7 0-6-ODH Clyde 61-220 of 1961  
and 8 0-6-ODH Clyde 64-385 of 1964

Loco 8 leads the loaded train, but the twin unit may be controlled from either cab. Fourteen air hoses linking the units duplicate the loco functions exactly, except for the throttle control, which may be operated separately. This is the first example of multiple-unit operation on a cane tramway (as distinct from Locotrol), but the 2ft gauge QGR Innisfail Tramway had a number of locos fitted up for multiple unit operation before the line was sold to local sugar mill interests.

'Stack Talk' 83, Editor

KITCHENER MINE, STANNARY HILLS

610mm gauge

This mine has reopened in the last few months, and will be producing siler-lead and tin ores. Much of the equipment around the mine seemed to be hired from Victorian sources. Two thousand feet of tramway inside the mine is in working order. One ton iron dump trucks were seen, and under construction were some two ton side tipping ore trucks, on cane truck frames from Tully Mill all-steel trucks. Three items of battery-electric rolling stock were observed, two conventional locos, and one with a small front end scoop for loading trucks.

'Stack Talk' 83

MARIAN MILL CO-OPERATIVE SOCIETY LTD., MARIAN MILL (see LRN 10 p. 9)

610mm gauge

A rather surprising addition to the loco stock here observed in August was a Gemco-Funkey four-wheeled diesel, built by George Moss in Western Australia under licence from Funkey, South Africa. The loco is fitted with an unglazed cab and was obtained second-hand from Western Australia. It was one of possibly three locos of this type advertised for sale earlier in the year, possibly coming from Lake View & Star, Kalgoorlie. On trying out their loco, Marian Mill is reported to have been so pleased with it, they tried to buy the others, but found they were already sold. Two locomotives which seemed to tally with a description of this type were seen on a railway wagon at Mile End, South Australia around August. Where have they gone to? Your editor eagerly awaits further information.

'Stack Talk' 83

Bob Gough 9/79, Keith McDonald 9/79

THE MILLAQUIN SUGAR CO. PTY LTD, QUNABA MILL (see LRN 9 p.13)

610mm gauge

The two steam locomotives transferred from the Millaquin Mill last year have received names as follows:

5 DOBBIN 0-6-2T Bundaberg Foundry 6 1952  
6 NIPPER 0-4-2T Bundaberg Foundry 3 1952

Three locomotives have been used on the day shift, with two at night. The locos used during this season have been the two above with:

4 JUMBO 0-6-2T Bundaberg Foundry 1 1952  
3 FLASH 0-6-2T Perry 6160.48.1 1948. and

These seem to have been rotated fairly frequently. The other three locos have remained out of use behind the loco shed. There have been fairly persistent reports that this year may well be the last year of regular steam operation at Qunaba, which is the last mill to employ steam on main-line cane haulage on a regular basis.

'Stack Talk' 83

MORETON CENTRAL SUGAR CO, MORETON MILL, NAMBOUR (see LRN 7 p. 8)

610mm gauge

A park has been constructed at the entrance to the mill, where an old barracks used to stand until recently. Newly placed in the park are two of the mill's locos. After many years lying out of use, John Fowler 0-6-OT EUDLO (builder's number 16207 of 1925), has been cleaned up and painted green with yellow cab roof. Malcolm Moore 4wPM SANDY (builder's number 1051 of 1943), withdrawn from service last year, has been painted yellow and fitted with a new cab roof, painted green.

'Stack Talk' 83

---

SOUTH AUSTRALIAMILE END RAILWAY MUSEUM (SA) INC. (see LRN 11 p. 10)

Various gauges

Work has been proceeding on the restoration of ex Central Australian Railway NM class 4-8-0 No. 34 (Thompson 58 of 1927) and work on the boiler has revealed very bad rusting which will mean the boiler will never see a fire again. "Peronne" the ex Broken Hill Associated Smelters (Port Pirie) 0-6-OT (Barclay 1545 of 1919) is once again receiving some attention. Recent information from the UK has proved that the three original 0-6-OTs at Port Pirie were not ordered by the British War Dept. during World War 1 as had been thought, but were ordered by BHAS. The rumour would appear to have started as their works numbers followed a series of narrow gauge 0-6-OWTs built for operation in France during WW1 and also that they carried names commemorating European battlefields.



PICHI RICHI RAILWAY PRESERVATION SOCIETY (see LRN p. 10) 1067mm gauge  
(PO Box 504, Port Augusta 5700)

On 31/8 the Society took delivery of two of four vans purchased from the ANR Central Australia Railway in the form of relay brake van NHRB 56 and employee's sleeping van NEA 51 which arrived at Port Augusta from Maree. To take delivery of these vehicles, it was necessary to lay a temporary connection of 1067mm gauge over the 1435mm gauge at Port Augusta. This was accomplished successfully, but diesel loco 0-6-0 NB 30 sent down to collect the two cars failed, and resulted in the two vans having to be man-handled over the crossing - a sure example of quick thinking and co-operation on the part of members present! Eventually NB 30 was got going, but failed again on the way to Quorn, and in the end had to be 'rescued' by T class 4-8-0 No. 186 the following day!

Another arrival on the line on 28/8 was the newly purchased inspection motor car MIC 126 also obtained from the ANR.

'Pichi Richi Patter' 10/1979

---

#### TASMANIA

IDA BAY RAILWAY, Lune River (see LRN 10, p.11) 610mm gauge

This line was closed during the winter. It is believed that the former operator has given up his lease of the line. It is not known at this stage if a new lessee has been found, but in any case, extensive resleepering is believed to be necessary.

A.R.H.S. Bulletin Supplement 9/79

TASMANIAN TRANSPORT MUSEUM SOCIETY, GLENORCHY (see LRN 2 p. 8)  
1067mm gauge

The Society has been most fortunate to have been able to purchase the body of former Tasmanian Main Line Co. 4-wheel saloon carriage A17, which was moved to the Museum on 18/4. The vehicle was taken over by the TGR on 1/10/1890 and given the classification A +, the plus sign being used to denote ex TMLR stock. It was then transferred to the isolated Bellerive - Sorrell Railway which was operated exclusively with centre-coupler ex TMLR locos and rolling stock, and after the line was closed in 1926, the body of the vehicle was purchased by a Bellerive resident and remained in his backyard until purchased by the Society. Despite its age, the body is in remarkably good condition.

Earlier the same month ANR diesel unit V13 originally built for the Mt. Lyell Railway was used to place ex Hobart Tramcar No. 141 on site. Since abandonment of the Hobart tramway system in 1960, the car has been stored variously in the loco roundhouse and carriage shed at Hobart prior to its removal to the Museum on 6/4.

Editor, 10/1979

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., DON RIVER TRAMWAY (see LRN 11 p.12)  
(PO Box 887, Launceston 7250) 1067mm gauge

CCS class 2-6-0 No. 23 (Beyer Peacock 4415 of 1902, rblt. 1928) which has been a frequent visitor to the Don River Tramway was donated to the Society in 6/1978 and travelled under its own power from Launceston to Don on 12/4.

Saloon carriage AAL 8 which was restored in 1971 by the TGR for their Centenary Celebrations as a museum car and lately stored at Don has recently been touring the State through the courtesy of ANR as a travelling education museum in conjunction with the Tasmanian Education Dept. and the Queen Victoria Museum, Launceston.

Editor, 10/1979

---

#### VICTORIA

EMERALD TOURIST RAILWAY (PUFFING BILLY) (see LRN 11 p.14) 762mm gauge  
(PO Box 156, Belgrave 3160)

The major overhaul of 7A has finally been completed after twelve months in the workshops. After running trials in late August in under-coat, the loco finally emerged from shops in the lined green livery of the VR of the early part of this century.

The rebuild of 8A will now proceed. The new boiler for 3A arrived in June, and has been placed upon the mainframe pending the start of work on her.

Passenger/guard's car 26 NAC was expected to be in service by the end of the year, enabling two such vehicles to be included in the consist of the two trains. This car has been restored in the Emerald shops.

Major formation deterioration has been discovered on the up side of 'Landslide'. A speed restriction has been applied while repair work including a slight deviation is carried out.

'Narrow Gauge' 75

WOMBAT GULLY TRAMWAY, LENEVA (see LRN 9 p. 21) 457mm gauge  
(R.M.B.1049A, Wodonga 3690)

Further details are to hand of the railway operated on the last Sunday of the month at "Cloverdale", on the Beechworth Road, Leneva, about six miles south of Wodonga. The locomotive, called ANNA, was built by Dennis Steinhauser and is an ingeniously contrived 0-4-0T resembling a tiny Krauss or Koppel which has a combination of geared, chain and rod drive. Highlight of the year for the group is the annual Easter rally, when ANNA hauls three carriages and a brakevan accommodating about 25 children. These have been held since 1975.

Jack Elliot/JLB 9/79

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY INC. (see LRN 12 p.16)  
(PO Box 197, Pinjarra 6208)

1067mm gauge

The "Back to Yarloop" day on 2/9 saw the operation of the largest train ever organised by the Society. Ten coaches, including some AZ cars fitted with Hotham Valley Railway coach sideboards, were run from Perth, and beyond Pinjarra, W class 4-8-2 No. 945 "Banksiadale" (Beyer Peacock 7457 of 1951) made a fine sight working 13 cars (including three added at Pinjarra) and ZJ brake van to Yarloop. On arrival at Yarloop, the "Leschenault Lady", hauled by G class 4-6-0 No. 123 "Koombana Queen" (Dubs 3507 of 1891) was already in attendance.

Further to the report in last issue of LRN, Westrail have agreed to the lease of ten coaches to the HVR. These comprise seven AZ 1st. class corridor sleepers built in 1929, 1st. class corridor sleepers AQZ 420 (convt. from ARS in 1958), and buffet car AQL 290 which formerly operated on the "The Mullewa" service to the town of the same name.

'Pinjarra Steam Express' 8-9/1979

WESTRAIL CENTENARY CELEBRATIONS, GERALDTON

On 28/7 Westrail celebrated the centenary of the opening of the first section of railway in Western Australia, the 53km line from Geraldton to Northampton, opened on 16 July 1879.

Honoured guest at the celebrations was the "Leschenault Lady" Vintage Train from Bunbury which operated a special passenger service from Geraldton to Narngulu between 28 July and 2 August. The train was hauled by G class 2-6-0 No. 233 "Leschenault Lady" (James Martin 174 of 1898) and train comprising ex suburban compartment brake van AU 210, compartment cars ACM 238, ACM 33, ACL 406, ACL 407, ACL 410, and ZA combined passenger brake van ZA 183.

This unusual operation required the conveyance of firewood (for lighting up) from Bunbury and a wagon load of coal from Griffin Coal Mine, Collie, whilst 233 did not make the journey on its own wheels (as did the carriages) and was conveyed on QUA flat wagon from Bunbury to Geraldton.

L. G. Watson, 9/1079

---

OVERSEASPAPUA NEW GUINEACOISEL PLANTATION PTY LTD, SORAKEN AND KUNUA, NORTH SOLOMONS PROVINCE

610mm gauge

This company, a subsidiary of Burns Philp, operates tramlines at plantations at Soraken and Junua. The tramways were originally constructed with materials from Robert Hudson Ltd of Leeds, and date back to the 1920s at least. After 1945, the lines were reconstructed with materials from Queensland. Two Hunslet 12 tonne diesels were acquired in 1977, one for each plantation. The one at Kunua is Hunslet builder's number 7532, a four-wheeled diesel mechanical of 43h.p. Also at Kunua is the derelict remains of a Lister diesel. The ride at Kunua is rather rough as the rail is only 12kg/m. (24lb/yd) with 3ft sleeper spacing.

Michael R. Pearson 5/79, 9/79

(Editor's note - we are pleased to publish herewith our first report of an overseas light railway in our region of the world. Similar reports would be welcomed.)

DIRECTORYAUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

Margaret Street, Woodford Queensland  
Secretary: David Mewes, P.O. Box 270,  
NORTH QUAY Qld 4000

Meetings: Fourth Thursday each month, January to November at Room 19, Archibald Court, 21 Adelaide Street, Brisbane, commencing 8.00 pm  
Work parties: Every Sunday at Woodford  
Open Days: First Sunday of month and public holidays.  
Annual subscription: Not fixed for 1980, but tentatively \$8.00 Full and \$5.00 Junior  
Phone enquiries: (07) 273 2014 (David Mewes)  
Aims: Preservation of equipment from narrow gauge railways (mainly 2 ft gauge). Development and operation of Durundur Railway at Woodford as an operating museum railway.

CASTLEMAINE & MALDON RAILWAY PRESERVATION SOCIETY

P.O. Box 246, CASTLEMAINE Vic 3450  
Secretary: Vance Findlay (address as above)

Annual subscription: \$5.00  
Phone enquiries: (03) 29 2804  
Aims: To operate steam hauled tourist trains on the 5 ft 3 in gauge Castlemaine - Maldon railway.

GEE LONG STEAM PRESERVATION SOCIETY

Queenscliff railway station, Victoria  
Secretary: Royce Jowett, P.O. Box 166,  
BELMONT Vic 3216

Work parties: Every weekend based at Queenscliff station.  
Trains run: Bellarine Peninsula Railway scheduled for reopening on regular basis from December 1979. Weekends and public holidays.  
Annual subscription: Adult \$8.00, Pensioners and children 14 and under 18 \$5.00  
Phone enquiries: (03) 743 6770  
Aims: Collection of 5 ft 6 in gauge locomotives, carriages and railcars from throughout Australia. Operation of Bellarine Peninsula Railway as an operating museum railway. 16 km (10 miles) of track between Drysdale and Queenscliff. Line regauged from 5 ft 3 in following closure by Vic Rail.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

Tongara Road (near Station Road),  
ALBION PARK RAIL NSW 2527  
Secretary: Tony Madden, P.O. Box 1036,  
WOLLONGONG NSW 2500

Meetings: 7.45 pm, Monday 3 December 1979, A.I.S.

Visitor's Centre, Springhill Road, CONISTON  
(near Steelworks gate). All welcome.

Work parties: Every Saturday at Museum, mid-morning to dark.

Trains run: Second Sunday every month, 11.00 am to 5.00 pm. Admission free. Train and tram rides 20¢.  
Annual subscription: Full \$8.00; Junior \$2.00  
Phone enquiries: (042) 95 1776 (Operations manager)  
Aims: Preservation of local and national items of light railway interest, and operation where possible on the Museum's 2 ft gauge railway.

LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA

Secretary: E.G. Stuckey, P.O. Box 21,  
SURREY HILLS Vic 3127

Meetings: 8.00 pm, Thursday 13 December 1979 at Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

New South Wales Division: Secretary: R. Mason,  
P.O. Box 290, BURWOOD NSW 2134

Meetings: 7.30 pm Wednesday 12 December 1979 at Conference Room, Rechabite House, 85 Campbell Street, SURREY HILLS

Annual subscription: \$5.00 (Light Railway News extra \$4.80)

Phone enquiries: (03) 830 1640 (Frank Stamford)  
(02) 771 3929 (Paul Simpson)

Aims: Research into operating and closed light railways in Australia. Publication of quarterly historical journal 'Light Railways', publication of books, maps, drawings etc.

ZIG ZAG RAILWAY CO-OP LIMITED

Site of the Great Zig Zag, near Lithgow NSW  
Postal: P.O. Box 196 HORNSBY NSW 2077

Secretary: Ian Thornton

Meetings: 7.30 pm at Transport Institute, Devonshire Street Central (Opposite Central station) on 22 January 1980.

Work parties: Every Saturday and Sunday, also Public Holidays.

Trains run: every Saturday, Sunday and Public holidays.

Annual subscription: \$10.00

Phone enquiries: (063) 51 4826

Aims: To eventually extend the railway from Top Points to the Bell Road and on to Clarence. Restoration of locomotives and carriages is a continuous activity.